

Questions and Answers from pre-application Conference Call for FASTER Transit FY14 and FY15
(8/6/2012)

Q: *What do you want to know about partnerships between sponsoring agencies and their partners (private non profits or otherwise)?* A: CDOT will want you to help us understand the nature of the relationship between the organizations. Who is responsible for what aspect of the project? Do you have a legal agreement or contract that defines each entity's roles and responsibilities? How do you intend to deliver the project?

It is important to note that organizations applying on behalf of another organization will be the party that contracts with CDOT and be fully responsible for that grant—CDOT would not entertain requests to switch the grant to the other entity. The rolling stock or equipment provided by the grant would belong to the grant recipient and be leased to the other entity. There might be some situations in which the capital equipment could be **titled** to the other party, but not in the case of for-profit entities.

Q: *Can multiple projects be bundled into one application?* A: No. We are asking for applications for each project. If your project has subcomponents to it, make sure they are mentioned in the application but also spell out explicitly what it is you are asking CDOT to fund. If unsure about what constitutes a project, please contact David before applying.

Q: *What is considered a Statewide vs. a local project?* A: Statewide projects are those that provide services or benefits to a substantial portion of the state. Local projects are those that provide services or benefits primarily within a local area.

Q: *What kinds of letters of support are you looking for?* A: In general, standard “boilerplate” letters of support will not help your application as they often come from other organizations or individuals who have very little to do with the project in question. However, formal letters of support or commitment from partnering agencies illustrating their commitment (through local match, land donation, etc.) do weigh into the decision making. Strong commitment shows a level of coordination and “buy-in” from your partners.

Q: *How are Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions (TPRs) playing into the decision making process?* A: CDOT checks with MPOs to ensure that proposed projects are consistent with their Regional Transportation Plan. This coordination also takes place with the TPRs. At this time, MPO's are not involved in the prioritizing process, but in some CDOT Regions the TPRs confer with the Region to sub-allocate and prioritize funding. Check with your regional planner (contact information is provided in the Guidance) to verify what the process is for your TPR.

Q: *Can FASTER Transit funds be used for local match on other grants?* A: Yes. However, you will still be responsible for your local share of the FASTER Transit request (20%).

Q: *How will you compare vehicle conditions ratings in an “apples to apples” manner?* A: We are using FTA's standard vehicle condition ratings, the definitions of which are included in the application. When

a request is made to replace a vehicle in “marginal” or “poor” condition, we will be asking for specific and detailed documentation showing that the vehicle meets these definitions.

Q: *What is CDOT’s priority in this round of FASTER Transit funding?* A: In keeping with CDOTs current emphasis on a fix-it-first approach, we are giving higher priority to the replacement and refurbishment of vehicles, facilities, and equipment. However, this does not mean that expansion and planning projects will not be funded, only that an applicant seeking funding for expansion projects must make a very strong case in order to be considered.